

# The *Celebrating 60+ Years* Trainmaster

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## Coos Bay Railroad Centennial

Photo and Text By T. Trent Stetz



The Coos Bay Railroad No. 2470, recently named "The Peter DeFazio".

This unit is a GP30u, originally built in 1963 for ATSF as GP30 No. 1272. the "u" indicates the "upgrade" which was completed by ATSF

The Coos Bay Rail Link celebrated the railroad's centennial on August 5th through 7th with ten 90 minute train rides for the public between the Coos Bay Boardwalk and the railroad swing bridge in the bay. The celebration was similar to the one held in August of 1916, with daily events centered in three unique locations in Coos Bay and North Bend over the course of three days.

The railroad centennial celebration is over but the rehabilitation work continues for the Coos Bay Rail Line. Coos Bay Rail Link named train locomotive No. 2470 "The Peter DeFazio" after Congressman Peter DeFazio, who said this centennial almost didn't happen. In 2007, the rail line was shut down after decades of neglect and under-investment. But in 2011, DeFazio and the Port of Coos Bay fought for federal funds to rebuy the railroad and they did buy it back. On August 5th, North Bend and Coos Bay said thanks to DeFazio in a big way.

"I had just absolutely no idea. I mean, one of my staff had known for six months, but he managed to keep it secret," DeFazio said. "I'm tremendously honored. It's a lot of fun; never had a locomotive named after me before. It went by during our meeting. That was very cool." The party may be over, but funding to rehabilitate the railroad continues.

Port officials say more than \$22 million is committed to repair rail lines in Coos, western Douglas and western Lane counties.

*from: <http://kcby.com/news/local/coosbayraillinenametrainengineaftercongressmandefazio>*



The 1916 Logo

# Coos Bay

Text and Photos by T. Trent Stetz

Pennant from the 1916 Jubilee, from the Oregon Coast Historical Railway



The most important company to announce a projected railroad to Coos Bay was the Southern Pacific, which did so late in July of 1905. The SP started construction in early 1906, at Drain, and by August had over 120 workers on the job. The SP bought out the Pacific Great Western Railway claims and decided to construct on the route from Eugene to Florence to Coos Bay.

The company convinced state officials that a railroad bridge over Coos Bay would not obstruct shipping and construction began anew in 1912. Three years later, the bridge across Coos Bay was nearing completion. The swinging rail span with opening for ships equal to the width of the Panama Canal cost \$1,250,000.

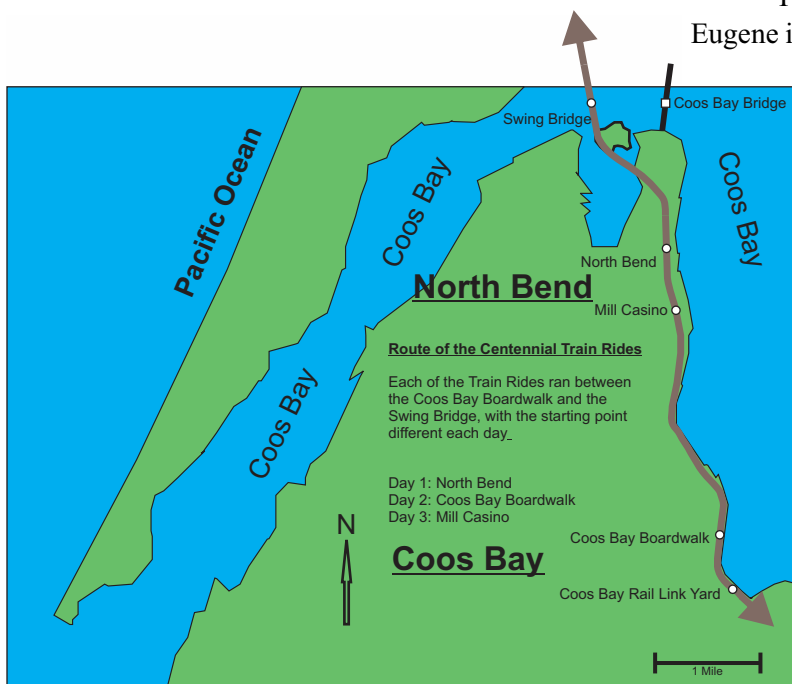
In the spring of 1916, It became clear that the SP would have passenger service ready by summer. New railroad depots were built in North Bend and Marshfield. The city of Coos Bay, once named Marshfield, was renamed for the bay in 1944 and is located on its inner side of the bay. The Port of Coos Bay is the largest and deepest port between San Francisco, California and the Columbia River.

The actual cash outlay for the finished railroad project was more than \$10 million dollars; fifty percent of that for labor and materials in Oregon. Right-of-Way costs totaled over \$865,000. The aggregate length of the nine tunnels on the line was 2.6 miles; the total length for 39 steel bridges was 1.6 miles. Approximately 18,000 tons of steel was used in the track alone and over 40,000 yards of concrete went into bridge piers, abutments and culverts. In addition, the SP used approximately 20 million feet of Oregon fir for the bridges, trestles and ties.

With the railway finally completed in August 1916, Coos County citizens planned to have a celebration that would outdo all previous celebrations. A three-day event called Coos Bay's Railroad Jubilee had the motto "Boost for Coos". The 24th of August, 1916 finally arrived with activities in North Bend. The 25th was Coos County Day and the 26th was Marshfield Day. The celebration in August 2016 was also held over three days and approximately the same three locations in the area (see map below).



Southern Pacific route map showing the line running north from Powers, through North Bend and Marshfield on its way to Eugene



The completion of the SP track between Coos Bay and Eugene in 1916 had many more positive results in the eyes of the local residents. New markets were created in the Oregon interior and further east. By rail, Portland was only 245 miles from Marshfield as compared with San Francisco, 769 miles away. Express shipments of fresh fish were leaving the coast daily for the interior by rail. In addition, cream cars traveled each day from Coos County over the line. With mail now being transported on the train, deliveries came to town one to two days quicker and followed a predictable schedule.

[Adapted from the 2016 handout *Coos Bay Rail Line's Railroad Centennial: A Century of Coos County Railroads* provided on the train rides, written by Steve Greif and Martin Callery. Additional material from *A History of Coos County Railroads* written by Steve Greif and Martin Callery, Coos County History Museum, 2016]

# Railroad Centennial

Text and Photos by T. Trent Stetz



The 2016 Logo

Looking Forward, the Port of Coos Bay partnered with the Coos Bay Rail Link (CBR) will continue to improve the usability and sustainability of the Coos Bay rail line. The line returned to service in early October 2011 with weekly train service between Eugene and the North Spit. Currently, CBR operates about 7500 revenue rail car loads every year which is equivalent to about 25,000 truck loads. CBR has 12 locomotives in its fleet.

In addition, the Port and CBR are working on a variety of infrastructure projects on the North Spit and Millington. These include renovating and constructing new rail spurs making



George Hickok, Pete Rodabaugh and David Cautley inspect the cars before the start of each day's runs

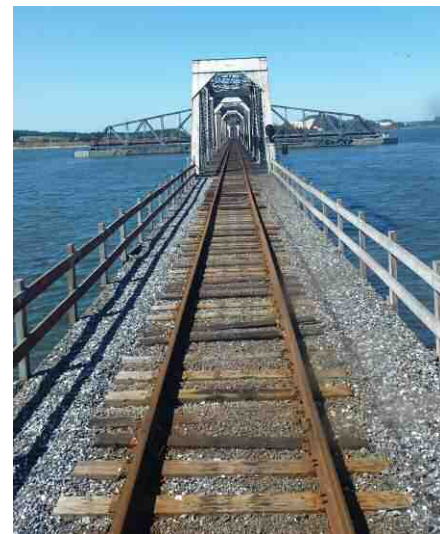


The Round End No. 2955 (l) and The Chapter's Car No. 6800 Red River (r) in the Coos Bay Rail Link yard await being moved to the day's loading point



George Hickok in the Round End

rail access easier for their customers on the rail line. In 2016, the Port successfully applied for and received \$11 million from the U.S. DOT for the rehabilitation of rail tunnels. The line currently serves 12 business customers including manufacturers of forest products, dairy farmers and others.



The Coos Bay Rail Bridge is a Swing through Truss Bridge over Coos Bay on the Coos Bay Rail Link (CBR) in North Bend. It was built in 1914 by American Bridge Co. of New York (Steel Fabricator) and includes two timber approaches. The north approach is 315 feet and the south approach is 555 feet. In between are 12 steel trusses totaling 2,168 feet, with the mammoth swing span adding another 458 feet in total bridge length. The total bridge length is 3,055.0 ft. (0.6 mi.)



When the bridge was completed in 1936 it was the longest bridge in Oregon. It was the costliest of the Oregon Coast bridges at \$2.14 million (equivalent to approximately \$35 million in 2012). Because the five largest bridges on the coastal route were so expensive, their construction was largely funded by the Public Works Administration. The Coos Bay Bridge was dedicated to its designer, Conde McCullough, in 1947.

# Delay on the White Pass and Yukon

Text and Photos By Ken Vannice

I took the Alaska Marine Highway to Skagway for the purpose of riding White Pass & Yukon steam. I arrived at noon planning on a train ride the next morning. I had asked if I could tour their yard so I walked to the edge of town where it was located. It was an interesting place. Their roundhouse had burned down in 1969 so their new shop was a modern structure full of computer controlled machinery. While I was wandering around I encountered a steam locomotive with its front removed. I photographed it and moved on. [See picture to the left]



No. 73 with its smokebox door open the previous day

At about 4 p.m., I received a call asking if I could delay my trip one day because the locomotive has sprung a leak in the boiler. I asked if they had a backup steam locomotive. They said that they had one but it wasn't in service. They assured me they would be operational the following day. Having watched boiler repair and test I was skeptical but agreed to the delay. I realized that the locomotive they were talking about was the one I saw with its front removed.

I swapped my bush pilot trip with my train trip and arrived on the second morning. To my surprise and delight the locomotive had steamed to the station and was ready to go. It is surprising what can happen when one is in the business of running a railroad. The trip was fantastic of course.

The No. 73 is a 2-8-2 Mikado built by Baldwin in 1947 for the White Pass & Yukon, Shop No. 73352. This locomotive has 44 inch dia. drivers and 17 inch by 22 inch cylinders, and has a super heater.



No. 73 Under Steam

## Antique Powerland Steam Up 2016

The Chapter provided staffing for the Sound Booth and daily parade for the annual Steam Up, as well as provided a concessions booth with Pacific Northwest railroad books, photographs and other memorabilia. Thanks to all of the folks who assisted with the event.



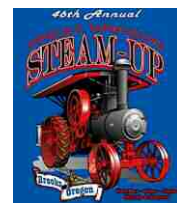
Dave Larsen (r) talking with a customer while Ken Vannice (l) and Bill Hyde ready for the next customer.



Bill Hyde (l) and Trent Stetz setup for the day



Paul Consani (r) and Grandfather Chuck Fagan drive a steam tractor in the Parade.



Photos by T. Trent Stetz and Jim Hokinson



# PNW RAIL NEWS

by Arlen L. Sheldrake



Genesee & Wyoming Pacific Region and American Rail Dispatching Center (ARDC) have advised that the dispatching center in Salem, Oregon will no longer be in operation as of July 30, 2016 at 1600 hours. The cut-over for the Portland & Western dispatching will be July 30, 2016 at 1600 hours Pacific, with the TriMet passenger dispatching moving over on August 1, 2016 at 0430 hours Pacific. G&W will be transferring 3 employees from the dispatching office in Salem, Oregon to the ARDC in St. Albans, Vermont. The remainder of the personnel from the Salem dispatch office will go to the Portland & Western TY&E ranks. **Email message from Bob Melbo 7/27/2017.**



The U.S. Transportation announced recipients of \$500 million in grants that will be awarded under the eighth round of the Transportation Investment Generating Economic Recover (TIGER) program. **TIGER GRANTS** The funds will be awarded to projects in two U.S. territories, 32 states and 40 communities across the nation. Rail-related Pacific Northwest grants were awarded to:

- Port of Portland, Ore., \$7,329,000 to construct a grade separation over a marine terminal rail lead, and construct road, intersection and multimodal improvements to increase access to the National Highway System.
- Port of Everett, Wash., \$10 million, to modernize the port's South Terminal including construction of rail sidings to increase onsite rail-car storage.

## Progressive Railroading 8/1/2016.

Vancouver's [British Columbia] Arbutus greenway is finally free of railway track that for decades ran down the centre of the city like a nasty scar. The ties and rails have been pulled up, clearing a path for walkers, runners and cyclists who can now traverse the length of the 9-km route from Kitsilano to the Fraser River. The city purchased the corridor from Canadian Pacific Railway for \$55 million after a protracted negotiation. **Vancouver Sun 8/2/2016.**



Have you like me admired the stars on the **SP4449** driver wheels? Nice decoration...well no, they are not decoration although they are attractive. Seems they are painted on the driving wheels as a visible signal to the shop forces that this locomotive and the others like it are equipped with "spring pad oil lubricators." Other codes were circles (2 locomotives) indicating "roller bearings" and no code being "grease cake lubrication." These codes were used by the shop forces of the Southern Pacific and related by Doyle McCormack.



Photo of the Wheel and Bearing from the SP 4449

Northwest Boomer & Senior News, Portland – Metro & Vancouver Edition August 2016 issue newspaper had a nice article on Richard Thompson: *Trolley trooper, Richard Thompson can't get enough of Portland's streetcar history.* This cover 2-page article did a nice job of describing Richard's lifelong passion for streetcars and interurbans.

**www.nwboomerandseniornews.com.**

Sherwood Trestle: update: "Per email today from a knowledgeable Genesee & Wyoming official, the bridge will be rebuilt. P&W is arranging for the work to be done now, he said." **Email message from Bob Melbo, Oregon State Rail Planner 7/28/2016.**

The September 2016 Trains magazine has an excellent article **Freedom Train 40 Years Later** by S.R. Bush and David C. Lester commemorating the 40<sup>th</sup> anniversary of this momentous effort. This eight page article includes some excellent pictures. This issue also includes a map of the routes of both the 1947-49 Freedom Train and the 1975-76 American Freedom Train. The Oregon Rail Heritage Center will be opening a new American Freedom Train exhibit in mid-September featuring Portland's significant participation in this endeavor and how important the AFT was to the preservation of Portland's three steam locomotives.



A Coos Bay Rail Line locomotive has been named “The Peter DeFazio” honoring the U.S. Representative for his efforts to provide federal support to the rail line owned by the Oregon International Port of Coos Bay [Editor’s Note: See picture on Page 1]. ARG President Scott Parkinson said “ARG is particularly grateful for his efforts in advocating for the rail line.” ARG owns and operates eight locomotives on the line, including the one it has named to honor DeFazio. ARG Transportation of Eugene doing business as Coos Bay Rail Link operates the line for the Port. The locomotive is a GP-30 that is about 40 years old. **The Register-Guard 8/9/2016.**



The Seattle Times reports that about 65,000 riders a day are taking light rail, two-thirds more than a year ago. That's after the University of Washington and Capitol Hill stations in Seattle opened in March. The numbers aren't a huge surprise in a densely populated corridor, but ridership has already reached the levels expected in 2018. **The Associated Press 8/8/2016.**



**Correction:** Sherwood train trestle will be rebuilt. Almost one year after an iconic 85-year-old Sherwood train trestle burned to the ground railway officials say they **will** rebuild the structure. A previously misread email resulted in a story in the Sherwood Gazette saying the trestle would not be rebuilt. The Gazette regrets the mistake. Michael E. Williams, vice president for corporate communications for Genesee & Wyoming Railroad Services, Inc., said Portland & Western Railroad will rebuild the 600-foot-long wooden trestle, which will cost millions of dollars. **Sherwood Gazette 7/28/2016.**



The Oregon Cultural Trust announced for FY 2016 a record \$2.6 million in statewide grants. Two rail related grants:  
- Douglas County Museum, \$9,500 to support the on-going restoration of O&C railcar #3001.  
- Oregon State University, \$5,000, Oregon Black Porters oral history preservation project: to support the preservation of and access to Oregon Black Railroad Porters' oral histories.



[www.culturaltrust.org](http://www.culturaltrust.org)

During a recent hearing, Sen. Betsy Johnson told the Oregon Department of Transportation Commission that the current round of *Connect Oregon* projects could be the last if Oregon voters approve any of three ballot measures that would lay claim to guaranteed shares of Oregon Lottery proceeds. *Connect Oregon* relies on available lottery funds. **The Portland Tribune 8/4/2016.**



The city of Astoria needs an estimated \$319,500 for trestle and track repairs before the Astoria Riverfront Trolley operates another season next spring. The estimate for maintenance costs is significantly higher than the city has budgeted in the past, a spike related to the age of railroad infrastructure. A consultant that examined the entire 4.7-mile track and eight trestles between the Port of Astoria and Tongue Point that used to be owned by Burlington Northern Railroad put the immediate repair need at \$569,000 and annual maintenance costs at \$519,500. City staff chose to concentrate on the 3 miles of track and four trestles used by the trolley between Portway Street and 39<sup>th</sup> Street. Minor repairs will be done on the trail east of 39<sup>th</sup> Street into Alderbrook. **The Daily Astorian 8/2016.**



The Final Review Committee submitted to the Oregon Transportation Commission 75 prioritized projects for *Connect Oregon VI* funding. And on April 19<sup>th</sup> the Commission approved \$49,518,726 in funding for 39 projects. The rail related projects and their Final Review Committee priority number are:

- # 3 – City of Tigard, *Tigard Street Trail: A Path to Employment*, project = \$1,300,000, grant request = \$700,000. The Tigard Street Trail is a path to employment linking residents from Tigard's neighborhoods (part of the regional workforce of more than 1 million people) to jobs locally and regionally, commercial services and transit connections. The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit. [Readers may remember that Ron McCoy and I, as representatives of PNWC worked with Suenn Ho of Resolve Architecture + Planning as she incorporated rail history into the Concept Design for the Tigard Street Heritage Trail.]
- #6 – Yamhill County, *Yamhelas Westsider Trail: Bridge Construction*, project = \$2,967,456.71, grant request = \$1,956,271. The project will encompass the planning, design and engineering of three new pedestrian bridges and the construction of a bridge over the Stag Hollow Creek. All proposed bridges will be located along the future Yamhelas Westsider Trail near Yamhill, Oregon. The project area is parallel to OR 47 and this is the first phase of development creating Yamhill County's first multi-modal regional trail. [This developing trail runs between Scroggins Valley Road near Gaston to Gun Club Road near highway 99W along highway 47, on the former O&C rail line.]
- #8 – Union Pacific Corporation & Subsidiaries, *Portland Passenger-Freight Rail Speed Improvement Project*, project =

\$12,964,124, grant request = \$8,294,124. The project will reduce passenger and freight rail wait times by up to 21 minutes per train with the completion of track, signal and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.

- #18 – Marion Ag Service Inc., *Marion Ag Service Rail Spur*, project = \$1,089,700.66, grant request = \$498,565.73. Marion Ag Service, Inc. (MAS) is requesting *Connect Oregon* funds to build 5,400' rail spur, consisting of 3 tracks, to serve a new state-of-the-art 28,000 ton bulk fertilizer storage and blending facility. The new facility adds needed rail and storage capacity, adds 22 new jobs, takes trucks off highways, and lowers cost for Oregon businesses.
- #23 – Rogue Valley Terminal Railroad Corporation, *Western Emulsions/Boise Cascade 286k Track Upgrades*, project = \$170,000, grant request = \$117,300. Upgrade three (3) track switches, 1,000' of rail and replace 150 wood ties to accommodate heavier, more efficient 286,000 pound rail cars.
- #24 – Morrow County Grain Growers, Inc., *Boardman Grain Elevator Unit Train Unloading Project*, project = \$6,500,000, grant request = \$2,500,000. We are proposing to expand the existing truck to barge grain handling facility so it will have the capability to unload unit trains of grain coming to markets in the Pacific Northwest from the Mid-west region or [of] the country. The expanded facility would then be able to reload this grain to barge for export or to supply the increasing demand from local dairies and feedlots with grains for feed.
- #26 – LRY, LLC, *Lake Railway 5,000 Ties to Support Growth*, project = \$500,000, grant request = \$325,000. Lake Railway is the operator (under lease) of Lake County's railroad is requesting *Connect Oregon* VI fund the purchase and installation of 5,000 railroad ties. These ties will be installed throughout the County's 55-mile long railroad.
- #27 – Wallowa Union Railroad Authority, *Elgin Complex Rail Spur Repair*, project = \$500,000, grant request = \$350,000. The main reason for this project is to replace the 86 lb. rail currently running from the rail spur to the Elgin complex mills with 136 lb. rail. The upgrade is required because the Elgin complex has been utilizing the bigger 286 rail cars to ship out plywood and lumber. Along with this the complex will be replacing the damaged railroad ties and re-surfacing a half mile of lead track.
- #34 – Wyoming Colorado Railroad, Inc., *Bridge Program #1*, project - \$173,550, grant request = \$119,749. Oregon Eastern Railroad would like to remove 3 small bridges at MP 5.16, MP 5.27, and MP 7.66 and replace them with culverts and repair 2 other bridges MP 14.97 and MP 17.56. By replacing the 3 smaller bridges with culverts will supply some of the materials needed to repair the other 2 larger bridges.



#### Oregon Department of Transportation email 8/19/2016.

A judge has reaffirmed Oregon's rejection of a project that would've turned the state into a way station for coal exports to Asia. An Oregon administrative law judge ruled that the Oregon Department of State Lands acted lawfully when it rejected a developer's proposed coal export terminal at the Port of Morrow in 2014. The Oregon lands agency in August 2014 vetoed the \$242 million Morrow project. Officials said despite a two-year review, Australia-based Ambre Energy hadn't done enough to analyze alternatives that would avoid harming tribal fisheries at the Port of Morrow in Boardman, where the company had proposed to build a dock to load coal into barges. Another developer later bought the project, now controlled by Lighthouse Resources. **The Oregonian** 8/13/2016.



Expect to see a lot of private varnish coming to the Pacific Northwest for the annual convention of the **American Association of Private Railroad Car Owners** as they meet in Spokane, Washington September 20-22. There will many interesting cars on the Coast Starlight and Empire Builder. More information: [www.aaprco.com](http://www.aaprco.com)



Again this year, the Prineville Independence Day celebrations included passenger trip runs pulled by the **Mount Emily Shay**. This annual celebration is an opportunity for the City of Prineville, who operates the 1923 locomotive, to give the residents a ride on the city owned railway. The Mount Emily is owned by the Oregon Historical Society and has resided in Prineville since 1994. Frequent *Trainmaster* contributor, volunteer and rail historian Martin E. Hansen is one of the Mount Emily crew members.

# OREGON COAST HISTORICAL RAILWAY

Text and Photos by T. Trent Stetz

While in Coos Bay for the Railroad Centennial, I visited the Oregon Coast Historical Railway located at 766 S. First St. They were established in 1982 and are dedicated to the preservation and restoration of historical railway and logging equipment of Oregon's South Coast.

The Railway has a 1922 Baldwin Steam Locomotive on display as well as a 1949 ALCO S-2 Switcher. Also on the grounds are two colorful restored cabooses, a steam powered crane, and other small Plymouth locomotives as shown in the pictures below.



Front Entrance



Burlington Northern wooden caboose No. 11269 was built in 1946, as one of the six cabooses (formerly No. 853) for the SP&S.



## Steam Engine No. 104

The Coos Bay Lumber Co. purchased this 73-ton, 2-8-2 Mikado-type steam locomotive in 1922 from Baldwin Locomotive Works in Philadelphia, Penn. Engine No. 104 pulled log trains – sometimes as many as 100 cars – from the Powers and Fairview areas of Coos County from 1923 to 1954. In 1956 it was sold to Georgia-Pacific and moved to Toledo, Ore. It remained on standby duty until 1960, when it was donated to the Coos County Historical Society. It was displayed outside their North Bend museum until 1999, when it was turned over to the Oregon Coast Historical Railway. It was moved to Coos Bay in 2001.



This 25 Ton Steam Powered Crane was built in 1927 by the Ohio Locomotive Crane Company. This crane was used by the George H. Chaney Logging Co. in and around Coquille from 1927 to 1933. It later worked for the Tacoma Belt Line Railroad.



The Control Stand within the cab of the 1949 built ALCO S-2, No. 111 Locomotive, which spent most of its career at the International Paper Co. paper plant and sawmill in Gardiner, Oregon.



Plymouth Locomotive "Ole Yeller" No. 099, built in 1928. This locomotive worked at the Panama Canal and at Bonneville Dam.



## Caboose No. 1134

This cupola-style, 54,000-pound steel caboose was built in December 1942 and sold to Southern Pacific for use on runs between Coos Bay, Eugene and Klamath Falls. Painted "all mineral" brown with daylight orange ends, it was among the last cupola cars built or bought by SP. It was modified and repaired several times before being sold to Rick Schneider, but the interior remains historically intact. The OCHR acquired it in 2007 and is carefully preserving it.



# Where in the World Is the Jackass and Western Railroad?

By Ken Vannice



Jackass and Western Locomotive No. L-2, a GE 25-Ton

Jackass and Western, is that for real? I took the bus from Las Vegas to the Nevada Southern Railway Museum in Boulder City. While there I found two locomotives branded Jackass & Western. The display sign with text supplied by the U.S. Dept. of Energy explains. In the mid-1950s the U.S. launched a nuclear rocket program called Project Rover in Area 25 of the Nevada Test Site. The Jackass & Western consisted of nine miles of track linking a reactor assembly building and an engine assembly building to three test sites. It had four locomotives, four specialty cars, ten flat cars, two dump cars, a crane and several maintenance cars. The name comes from the fact that this area of Nevada is called Jackass Flats.

The locomotive shown has additional history. It was hauling a flat car with two 43,000 lb. shipping casks and one

3,500 lb. lifting fixture. As the train headed downhill the locomotive operator applied the brakes, to no avail. The brakeman applied the emergency brakes, to no avail. The wheels were emitting sparks. The locomotive operator radioed in the problem. He was told to jump as the train was switched into a spur. The train derailed, the casks went flying but fortunately did not break open, and the locomotive did an about face. The conclusion was that the load was too big for the locomotive, the locomotive had no sanding equipment and the flat car had no brakes.

I also found a Union Pacific caboose. The entry door has a cast brass threshold. Cast in the threshold are the words "Oregon Railway & Navigation Co. Builders Dalles Oregon"

The Nevada Southern Railway was built as a Union Pacific branch from Las Vegas to support the construction of Hoover Dam.



Union Pacific Wooden Cupola Caboose No. 3505 near Boulder City, NV, Previous OWR&N No. 3505, owned by Nevada State RR Museum

## Call for ORHC Volunteers



The Oregon Rail Heritage Center is always looking for volunteers! Do you have a few hours to devote each month to learn more about Oregon's railroad history and share with our guests? We are looking for docents, greeters, gift shop cashiers, birthday party hosts and more! To Become an ORHC Volunteer: Apply on-line at: [www.orhf.org](http://www.orhf.org) [Get Involved] - [Volunteer] or contact the **ORHC Volunteer**

**Coordinator** (Al Baker) at email: [orhc.volunteer.coordinator@comcast.net](mailto:orhc.volunteer.coordinator@comcast.net) or call 503-645-9079



# August 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 19, 2016

In the absence of President Fleschner and Vice President Reynolds, the August meeting was called to order by Treasurer George Hickok at 7:34pm.

One guest was present, John Reilly, from a New York chapter of NRHS, who donated a number of photographs to the chapter archives. Thank you John!

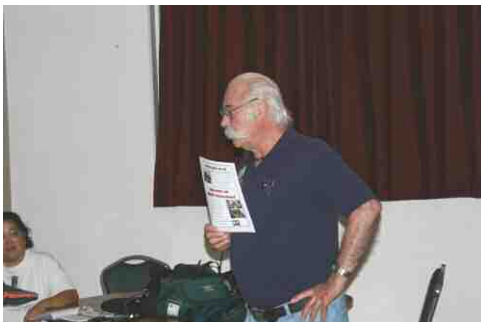
The July minutes were called. Arlen Sheldrake made a motion to approve the minutes and Trent Stetz seconded. The membership voted to approve the minutes.

In the absence of Ron McCoy, no Unsung Hero award was made this month.

George Hickok gave the monthly treasurers report that all accounts balance. He then gave a complete report on the 2015 income tax (Form 990) report that he is filing for the chapter. Doug Auburg made a motion to approve the report and Al Baker seconded. The membership voted to approve the report.

George Hickok reported that the three passenger car lease to the Port of Coos Bay Railroad was initially delayed by requirements of Union Pacific Railroad enough that the first customer trip on Friday August 5th was cancelled. The rest of the trips were a success and greatly appreciated by the railroad and the riders. A brake problem developed with the Plum Creek which was quickly fixed by Mr. Hickok and crew. The three cars being returned were also delayed with two cars finally arriving on Thursday and one on Friday. Mr. Hickok reported that the Coos Bay Railroad personnel are very impressed with our professionalism in the cars and the service. Due to all the delays and extra expenses paid by Coos Bay, Mr. Hickok suggested that the Chapter forgo our usual charge for the car rental for the 6800. Doug Auburg made a motion to amend our agreement with the Port of Coos Bay and forgo our rental fees. Al Baker seconded the motion and the membership voted to pass the motion.

Al Baker reported that we need more volunteers for the Oregon Rail Heritage Center. He then reported



Al Baker proved an Update

that now the NRHS is operating 'in the black', because changes have been made and others are in progress. He told the members that they will receive dues reminders by mail in October from NRHS. He then reported that the program for the evening will be given by Arlen Sheldrake on his recent Colorado Rail excursion, and the program for September will be a video on dome cars. Mr. Baker requests more ideas for meeting programs. If you have a good idea or a program to present please contact

Al Baker. Al Baker then reported that the NRHS fall conference is scheduled in October. Local members can register for the conference. Registration forms will be mailed with the September *Trainmaster*. The highlight trip will be on the Chelatchie Prairie Railroad on Friday, October 14th.

Trent Stetz thanked all the volunteers who worked at the Great Oregon Steam-Up.



Arlen Provided the Evening's Presentation

The meeting was adjourned at 8:29pm.

Snack time was presented by Bryan Ackler and Ken Vannice. Thank You Bryan and Ken.

The Program for the evening was presented by Arlen Sheldrake on his recent *Rockies By Rail Tour*. A very nice and entertaining slide show. Thank you Arlen!



The Members in Attendance at the Meeting

Respectfully submitted  
by Jim Hokinson, Secretary.

Photos by T. Trent Stetz and Jim Hokinson

# Working on the Round End



Paul Consani (and Keith Fleschner) working on the Round End No. 2955 in preparation for its journey to Coos Bay for participation their Railroad Centennial on August 5th through 7th with the Coos Bay Rail Link.

**LENDING LIBRARY** will be open Saturday, September 17<sup>th</sup> afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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### Chapter Officers

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Secretary	Jim Hokinson	503.635.4826
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 650**

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
Guests Most Welcome! Chapter Meetings held on the 3<sup>rd</sup> Friday of each month.

**Sept. 16:** *Dome Car Magic* – This video program chronicles the history of these glamorous railroad sightseeing cars, from Burlington's 1945 Silver Dome to full length models operating today in Canada and Alaska. Archival film footage shows many famous trains that operated dome cars. (this video was rescheduled from the July Chapter meeting.)

**Oct. 21:** *Topic TBD:* Do you have a topic to present??

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**October 14-15:** *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland, OR,  
Al Baker coordinator, University Place Hotel and Conference Center,  
310 SW Lincoln St., Portland, Oregon  
[See the Conference Registration Form, provided separately]



Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net

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**Board of Director's Meetings:** Sep. 8, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
Oct. 13, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note ***New Location*** for Chapter Board meetings)

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## **NOTABLE NON-CHAPTER EVENTS:**

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)  
Sept. 3 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)  
Sept. 3-4 *Labor Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Sept. 3-4 *Affair on Main Street*, North Pend Oreille Valley Lions Club, Ione WA, [www.lionstrainsrides.com](http://www.lionstrainsrides.com)  
Sept. 8-10 *SP&S Railway Historical Society 2016 Convention*, Fife WA, [www.spsrhs.org](http://www.spsrhs.org)  
Sept. 10 *GN Day*, GNRHS & Skykomish Historical Society, Skykomish WA, [www.gnrhs.org](http://www.gnrhs.org)  
Sept. 10 CANCELLED *Railroad Video Festival: Jim Fredrickson's Northern Pacific*, WA State History Museum, Tacoma,  
Sept. 13-17 *Northern Pacific Railway Historical Assn. 2016 Convention*, Wallace ID, [www.nprha.org](http://www.nprha.org)  
Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, [www.freedomtrain.org](http://www.freedomtrain.org)  
Sept. 17 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)  
Sept. 17 *September Dinner & Wine Train (Steam)*, Chelatchie Prairie RR, Moulton Falls Winery, [www.bycx.com](http://www.bycx.com)  
Sept. 17-18 *September Run (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, [www.gnrhs.org](http://www.gnrhs.org)  
Sept. 18 Opening of the *American Freedom Train 40th Anniversary Exhibit* at ORHC, [www.orhf.org](http://www.orhf.org)  
Sept. 21-24 *Southern Pacific Historical & Technical Society Conference*, Palm Springs CA, [www.sphts.org](http://www.sphts.org)  
Sept. 27 *The Making of the Movie - "The General" Buster Keaton's Masterpiece*, 5pm, McMenamins Edgefield  
Oct. 1-2 *Harvest Run*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Oct. 1-2 *First Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.liontrainrides.org](http://www.liontrainrides.org)  
Oct. 8 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)  
Oct. 8-9 *Second Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.liontrainrides.com](http://www.liontrainrides.com)  
Oct. 15 & 22 *Autumn Splendor*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
Oct. 15-16 *Fall Leaves Special (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Oct. 15-16 *Third Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.liontrainrides.com](http://www.liontrainrides.com)  
Oct. 22-23 *Great Pumpkin Rides*, N. Pend Oreille Valley Lions (**Final Trip**), Ione WA, [www.liontrainrides.com](http://www.liontrainrides.com)

### PNWC – NRHS MISSION

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

Troutdale Historical Society and McMenamins History present...

# The Making of 'The General' Buster Keaton's Masterpiece

Presented at *Edgefield History Pub*

Presented by

"Oregon Encyclopedia" author and former State Librarian of Oregon  
Jim Scheppke

**Edgefield Blackberry Hall | Tuesday, September 27, 2016**  
**5 p.m. doors, 6:30 p.m event | Free | All ages welcome**

About The Making of 'The General'—Buster Keaton's Masterpiece  
In the summer of 1926, one of the greatest silent films of all time, Buster Keaton's *The General*, was made on location in Cottage Grove, Oregon.

Oregon Encyclopedia author and the former State Librarian of Oregon Jim Scheppke will introduce the film and describe the how it was filmed, including the famous train wreck scene the most expensive scene in the history of silent film.

After Jim's introduction there will be a screening of the movie in its entirety, followed by Q & A.

## About the Speaker

Jim Scheppke served as the eighth State Librarian of Oregon from 1991 to 2011. He came to the Oregon State Library in 1986 from Texas to head the Library Development Services division. Before that he worked at the Texas State Library and the West Texas Library System. Prior to becoming a librarian he worked as an independent bookseller. Jim Scheppke has served as president of the Oregon Library Association and of the Western Council of State Libraries, and has written numerous articles for professional library publications. He was named Oregon Library Association Librarian of the Year in 1996. He received a Lifetime Achievement Award from the Oregon Association of School Libraries in 2001 and was named Honorary Life Member of the Oregon Library Association in 2011. He holds a Master of Library and Information Science degree from the University of Texas at Austin. He has authored eight articles for the Oregon Encyclopedia and serves on the Oregon Encyclopedia Executive Board.



More info at: <http://www.mcmenamins.com/events/149775-The-Making-of-The-GeneralBuster-Keatons-Masterpiece>